

STREET SMART

February 6, 2002

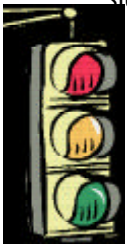
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Meeting Summary of the SANBAG Board of Directors

San Bernardino Associated Governments ■ 472 N. Arrowhead Avenue, San Bernardino, CA 92401 ■ (909) 884-8276
www.sanbag.ca.gov

■ Red light enforcement program gets green light

Thinking about running that red light? Better think again. SANBAG Board members approved the development of a new software link for cities wanting to start red light enforcement programs.



SANBAG will front the \$60,000 cost to develop an "interface" system, which will streamline the process of transmitting traffic tickets to the courts when drivers are videotaped running red lights. Cities that wish to use the new technology would pay \$5,000, plus the cost of the cameras and monitoring system. City officials in Rancho Cucamonga and Montclair plan to install cameras at two busy intersections. Other cities countywide are considering the program.

The cameras, which operate using video digital technology, are able to view an approaching vehicle and predict whether the driver will run a red light, based on the speed of the car. The cameras capture images of the traffic light, the car and the driver. The images are forwarded to Nestor Traffic Systems, which screens the videos and forwards those that appear to be violations to local police departments. From there, officers again view the images, determine those that are clear traffic violations, then issue citations. The new interface software will allow the citations to be transmitted electronically to the San Bernardino Superior Court for processing.

SANBAG staff endorses the system, due to its safety features. The video cameras, upon sensing an upcoming red light violation, are able to hold the lights red at the opposing intersection, to prevent collisions. Studies also show that red light violations drop at a dramatic rate when cameras are installed, apparently proving to be a deterrent to drivers.

■ Study to address Interstate 10 national freight traffic

A nationwide study of needed improvements along Interstate 10 is underway, with a meeting for key decisions makers set for February 19 at 1:30 p.m., followed by an open house for the public at 4 p.m. at the San Bernardino County Government Center.

The National I-10 Freight Corridor Study is an effort by Departments of Transportation in California, Arizona, New Mexico, Texas, Louisiana, Mississippi, Alabama and Florida. The study is focusing on more efficient movement of goods using trucks. A recent federal study showed that by 2020, trucks are expected to carry 68% of the goods carried, by weight.

Issues to be studied are the impact of trucks on traffic, smog, safety and road maintenance compared to the benefits of economic development and jobs. For more information, log onto www.i10freightstudy.org or call 1-866-441-0399.



■ Board questions affordable housing policies for region

Board members agreed to challenge the practice for distributing affordable housing throughout the southland, a system that currently encourages migration to Inland Empire communities and increases inland poverty.

The 2000 Regional Housing Needs Assessment bases standards for low and very low income housing on median income for each county. This causes housing defined as "very low income" in Orange County to be more costly than the median home prices in some San Bernardino County communities.

The result is that low income families tend to move to less expensive housing in San Bernardino and Riverside counties, causing the median income level to drop even further. The Board concurred with staff recommendations to:

- Establish regional standards for moderate, low and very low income housing;
- Eliminate low and very low housing quotas for cities where the median home prices are below the regional low income standards; and
- Increase low and very low income housing quotas in coastal communities where little truly affordable housing exists.

Down the Road ...

- Feb. 19: I-10 Freight Corridor Stakeholders Meeting, 1:30 p.m.; Open House, 4 p.m.; both at County Government Center
- Feb. 20: Plans & Programs Committee, 12 noon

Coming soon: Measure I freeway projects in Redlands, Yucaipa Truck-climbing lane, wider freeway on the way

If a freeway project is underway in San Bernardino County, there's a good chance that Measure I is helping pave the way. Adopted by voters in 1989, Measure I, the county's half-cent transportation sales tax, is a major source of funds for new and improved freeways.

This month's issue of "Measuring Success" takes a look at upcoming freeway projects in Redlands and Yucaipa that are supported by Measure I.

Measure I provides funding for valley major projects

In the San Bernardino Valley, about 53% of the Measure I funds generated are invested in what are called major freeway projects. During the first 10 years of the measure, this amounted to just under \$270 million for a range of freeway and interchange projects.

Some projects, such as State Route 71 in Chino and Chino Hills and Interstate 10 carpool lanes in Ontario and Montclair, are complete. Others, including the new State Route 210 through Upland, Rancho Cucamonga, Fontana, Rialto and San Bernardino, are underway. Additional projects are in planning stages.

Next up at bat are two freeway projects in Yucaipa and Redlands that are designed to improve traffic congestion along Interstate 10. Drivers struggle daily with a sea of red taillights, particularly when traveling west in the mornings and east in the evenings. An uphill grade between Redlands and Yucaipa creates further delays by slow moving freight trucks.

Interstate 10 truck-climbing lane project

SANBAG is in the detailed design stage for the construction of a truck-climbing lane between Redlands and Yucaipa. This 3.7-mile lane will extend eastbound from Ford Street in Redlands to Live Oak Canyon Road in Yucaipa to provide slow-moving vehicles -- trucks, trailers and RVs -- with a lane outside the main flow of traffic, thereby reducing congestion on this 4% uphill grade.

The truck-climbing lane will match an additional eastbound lane being added through Redlands, which is a separate project. An auxiliary lane eastbound from the Ford Street on-ramp to Yucaipa Boulevard (approximately 1.8 miles) also will be constructed, along with a new freeway median barrier.

Detailed design began last summer and will last about one year. Construction is tentatively scheduled to start in late 2002 and last approximately 18 months. This construction will involve widening the existing eastbound lanes to the median on the inside and some widening on the outside to accommodate the new lanes.

The project cost is expected to total \$16 million and is financed through a combination of federal, state and Measure I funds. SANBAG is managing the project design, with participation from Caltrans, the City of Redlands and the City of Yucaipa.



Travelers heading west on Interstate 10 between Redlands and Yucaipa experience slow moving trucks on this uphill grade.

Interstate 10 widening project

SANBAG is seeking qualified firms to prepare plans, specifications and estimates for widening Interstate 10 in Redlands.

This project will involve adding one lane both eastbound and westbound between Orange and Ford streets, a distance of 2.5 miles. This will result in four mixed flow lanes in each direction instead of the current three and will match the four existing lanes which are to the west of Orange Street, reducing the bottleneck at this location. The new eastbound lane will match the truck-climbing lane.

The new lanes will be built in the freeway median and will feature a new median barrier. Eleven bridges will be widened as part of the project. In addition, the existing median will be fully paved, which will facilitate adding a carpool lane in the future and minimize future traffic disruption when that lane is added.

The preparation of plans, specifications and estimates, which comprise the detailed design process, will last about two years. Construction is tentatively scheduled to start in mid 2004 and be complete by late 2006.

The total cost is estimated to be \$24 million and is financed through a combination of state and Measure I funds. SANBAG is managing the project design, with participation from Caltrans and the City of Redlands.